

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4897.

日九月九日光

TUESDAY, NOVEMBER 17, 1903.

號七十月十一英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,210,000

Head Office:—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBIAN. SHANGHAI.
TIENTIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.

HONGKONG BRANCH.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND.—
Sterling Reserve \$10,000,000
Silver Reserve \$ 6,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

Hon. C. W. Dickson, N. A. Siebs, Esq.

E. Goetz, Esq. H. W. Slade, Esq.

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H. Schubart, Esq. E. S. Wheeler, Esq.

E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG.—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4½ per Cent. per Annum.

For 6 months, 5 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is carried on by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000

Paid up Capital £ 324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shan, Esq. | J. Scott Harston, Esq.
Chow Tung Shang, Esq. | J. Lauts, Esq.

Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Thells 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow
Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [16]

**HONGKONG
HOTEL.**

Military Band during dinner on Saturday Nights.

Hongkong, 13th November, 1903. [16]

日九月九日光

TUESDAY, NOVEMBER 17, 1903.

二拜禮

號七十月十一英港香

Blats.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
SHANGHAI.....	{ BALAARAT..... { F. R. Summers.....	About 20th November	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MALTA.....	FORMOSA..... { B. H. W. Snow.....	About 11th December	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 14th November, 1903. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,

AND SOUTH AMERICAN PORTS; Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
*HAMBURG.....	WEDNESDAY, 25th November.
PRINZ HEINRICH.....	WEDNESDAY, 9th December.
KONIG ALBERT.....	WEDNESDAY, 23rd December.
KIAUTSCHOU.....	WEDNESDAY, 6th January, 1904.
SACHSEN.....	WEDNESDAY, 20th January, 1904.
BAVERN.....	WEDNESDAY, 3rd February, 1904.
GERA.....	WEDNESDAY, 17th February, 1904.
SEYDLITZ.....	WEDNESDAY, 2nd March, 1904.
PREUSSEN.....	WEDNESDAY, 16th March, 1904.
ROON.....	WEDNESDAY, 30th March, 1904.
*HAMBURG.....	WEDNESDAY, 13th April, 1904.
PRINZ HEINRICH.....	WEDNESDAY, 27th April, 1904.

* Steamers of the Hamburg-Amerika Line.

ON WEDNESDAY, the 25th of November, the HAMBURG-AMERIKA LINIE Captain E. Burchardt, Mail Agent, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 23rd November. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 24th November, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 24th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 13th November, 1903. [16]

CHRISTMAS 1903.

A 5 or 10-Catty Box constitutes one of the most acceptable XMAS PRESENTS to those at Home.

Orders reaching us before NOVEMBER 21ST will be delivered at home about the 23RD DECEMBER.



LANE, CRAWFORD & CO.
ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED
FOOCHOW TEA.

PRICES.
Including Freight, Duty and Delivery to any address in the United Kingdom.

Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00.

[16]

THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

TERMS VERY MODERATE.

For Particulars apply to

THE MANAGER.

MACAO HOTEL

(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HAND-SOMELY FURNISHED. The CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PICTURE, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.

A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

SEA BATHING.

STEAMERS to and from Macao, every MORNING and AFTERNOON.

WM. FARMER,
Proprietor and Manager.

[16]

Intimations.

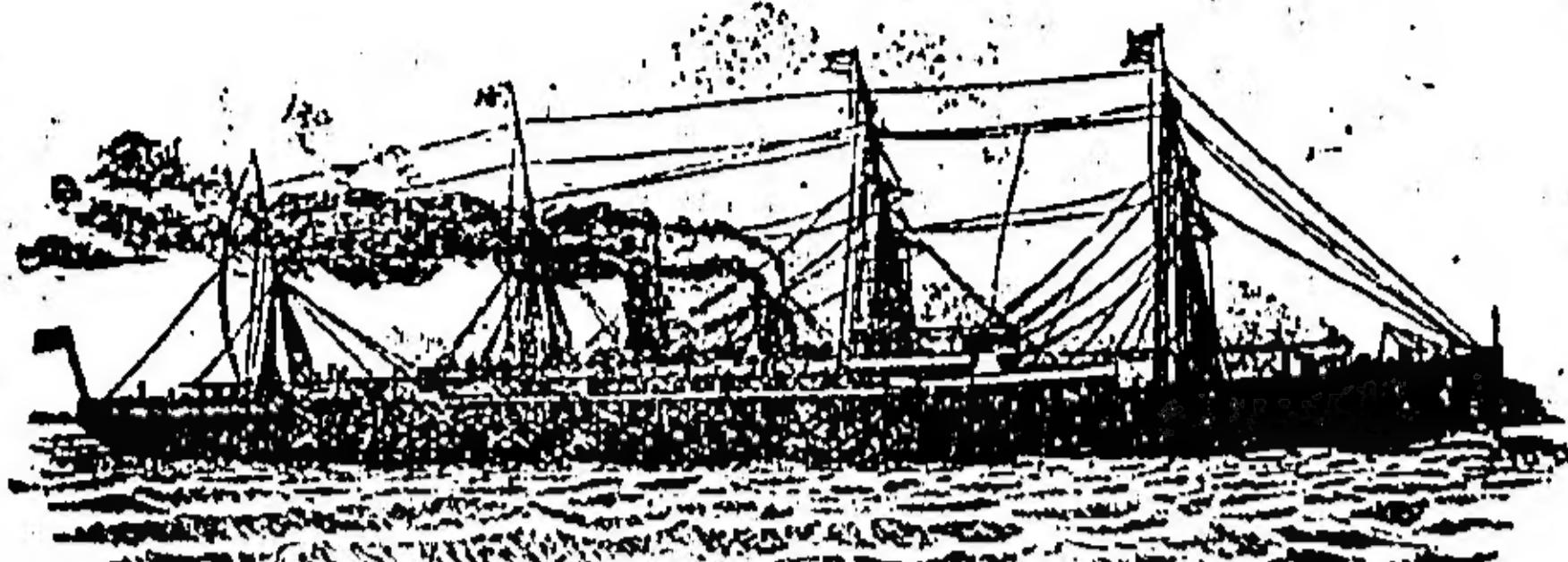
"I hear they want more

BOVRIL gives strength and sustenance.

Used as a drink, BOVRIL stimulates, exhilarates, and "comforts." It also strengthens, sustains, and invigorates.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU"	..... 6,307 Gross Tons	TUESDAY, 24th November, at Noon.
"SIBERIA"	..... 1,284	WEDNESDAY, 2nd December, at Noon.
"COPTIC"	..... 4,352	WEDNESDAY, 9th December, at Noon.
"AMERICA MARU"	..... 6,307	FRIDAY, 18th December, at Noon.
"KOREA"	..... 1,476	SATURDAY, 26th December, at Noon.
"GAELIC"	..... 4,203	SATURDAY, 2nd January, 1904, at Noon.
"HONGKONG MARU"	..... 6,307	SATURDAY, 9th January, at Noon.
"CHINA"	..... 5,000	TUESDAY, 19th January, at Noon.
"DORIC"	..... 4,784	FRIDAY, 29th January, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via MACAO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 14th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Buildings.

J. STUART THOMSON, Acting Agent.

Hongkong, 14th November, 1903. RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA"	..... 6,000 Tons	WEDNESDAY, 18th November.
" " "EMPERESS OF JAPAN"	..... 6,000	WEDNESDAY, 16th December.
" " "EMPERESS OF CHINA"	..... 6,000	WEDNESDAY, 13th January, 1904.
" " "ATHENIAN"	..... 5,882	WEDNESDAY, 27th January.
" " "EMPERESS OF INDIA"	..... 6,000	WEDNESDAY, 10th February.
" " "TARTAR"	..... 4,425	WEDNESDAY, 24th February.
" " "EMPERESS OF JAPAN"	..... 6,000	WEDNESDAY, 9th March.
" " "EMPERESS OF CHINA"	..... 6,000	WEDNESDAY, 30th March.
" " "EMPERESS OF INDIA"	..... 6,000	WEDNESDAY, 20th April.
" " "ATHENIAN"	..... 3,882	WEDNESDAY, 27th April.
" " "EMPERESS OF JAPAN"	..... 6,000	WEDNESDAY, 11th May.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World, the LUXURIA OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisines are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHE FRAUDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIQUE PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS.	SAILING DATES.	FREIGHT.
HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	21st Nov.	Freight.
HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	1st Dec.	Freight.
HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	15th Dec.	Freight.
HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	29th Dec.	Freight.
HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	5th January, 1904.	Freight.
N.YORK	About end of December.	Freight.
VIA SUZZ.		Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 4th November, 1903.

Shipping Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	..... 2,363 tons	Captain H. D. Jones.
" " "POWAN,"	..... 2,338	G. F. Morrison, R.N.R.
" " "FATSHAN,"	..... 2,200	A. W. Dixon.
" " "HANKOW,"	..... 3,073	C. V. Lloyd.
" " "KINSHAN,"	..... 2,800	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	..... 1,998 tons	Captain W. E. Clarke.
Do.	from Macao to Hongkong daily at 8 A.M. (Sunday excepted).	

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSAN,"	..... 219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	..... 588 tons	Captain B. Branch.
" " "NANNING,"	..... 569	C. Butchart.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTFIELDER & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 7th November, 1903. [1357c]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

CLARK,
C. W. CLARK,
Between No. 4, 108 QUEEN'S ROAD and Des Vaux Street,
ORIENTAL COSTUMES AND FANCY DRAPERY FURNISHED.

WORK GUARANTEED TO BE
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

954c] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty rooms elegantly furnished. Hydraulic elevator. Hot and cold water throughout. Special rates for tourists. Launch service for guests.

For terms, apply to

THE MANAGER. [1339c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the undersigned, being sole agents for

THE "EMPEROR"—"KWANG TAI" COLLISION.

PROCEEDINGS IN ADMIRALTY.

Shanghai, 10th November.
Before His Honour Sir Hiram Shaw Wilkinson, Chief Justice and Commander Moore, R.N., H.M.S. Sirius, Naval Assessor.
The Imperial Chinese Government, the owners of the cruiser Kwang Tai & the owners of the steamer Empress of India.

Mr. A. S. P. White Cooper and Mr. W. North Symonds appeared for the plaintiffs and Mr. E. H. Sharp, K.C., and Mr. W. A. C. Plaut for the defendant company.

Captain Chu Chen Pang was called. He was at present in command of the cruiser Kinching lying down the river. Previous to that appointment he had been in command of the Kwang-tai for four years. Whilst on board of that vessel he had tested her powers of turning whilst on the high seas. Her turning powers were, with a speed of ten knots, and her helm ten knots a little over 700 yards. She would take about 13 minutes. He did not say that the ship described a perfect circle. The circumference would be about 1,400 yards.

Witness here drew a figure showing the circle described by the ship. Putting her helm over would naturally diminish her speed.

By his Lordship: When you put the hard over the ship does it not turn immediately I believe?—I generally keep in a straight course at full speed for a few minutes and then I port the helm hard over.

By his Lordship: After putting your helm over, how long is it before it commences to turn?—She begins to swing slightly at the beginning, then say after the first minute, she turns gradually much faster.

Liu Sing Tong said that he was a sailor and was on watch on the night of the collision. His watch was from 11 to 12 and he was stationed at the stern. All the time he was walking backwards and forwards. Shortly after he came on duty he saw a light astern: a white light. He thought it was the light of a steamer. He came to the conclusion it was a steamer's light as he saw the steamer; he could see it distinctly. He watched that light for a little while. He also saw another white light. His position, from his steamer, with the overtaking one was in a direct line. He also remembered seeing a green light. He would consider the vessel was then two or three miles away. He reported the matter to the bridge. He reported light at the stern. He received a reply from the bridge. He again reported the steamer to the bridge when he saw a green light. The reply he received was "All right, we know it." He also noticed a number of electric lights besides the lights just referred to. The steamer was coming closer, and closer, and all the men on the quarter deck commenced to shout out. They shouted out that there was going to be a collision. Just then that collision occurred. (Witness demonstrated to the Court by the models how the collision occurred.)

His Lordship: I suppose he was standing at the front all this time?—Yes.

When the big steamer came up, did he keep to the starboard side?—The starboard side.

Was it the bow or the stern?—The stern.

The bow of the Empress did not strike the Kwang-tai; the stern struck first.

By his Lordship: Now I understand the Empress was still on the portside of the Kwang-tai, and was swinging around to port.

Mr. White Cooper: I should like to ask a question as to the damage. Did you see any damage done to the Kwang-tai?—He saw the boats carried away and the gun damaged. (Position of the gun is here pointed out.) He could not tell how the damage to the guns was occasioned as he paid no attention to the matter.

By Mr. Sharp: He saw the masthead white lights as soon as he came up on duty; about a quarter of an hour afterwards. Then he saw a second white light and afterwards the Empress' green light. He did not remember seeing the Empress' red light.

By His Lordship: What kind of light did he see?—Oil. The only electric light apparatus on board the ship was that of the search light.

His Lordship: He could not tell in what direction the smoke of the vessel astern was blowing.

Kwong Kah Chen was next called. He said he was an A.B. on the Kwang-tai. His watch was from 11 to 12. He was standing on the port side of the forecastle. He did not see any steamer coming up from behind. He did not see any damage done to the bowsprit of the Kwang-tai. He thought no damage had been done to the jib-boom.

Yang Tsey Joo said that he was a sailor on the Kwang-tai. He remembered when the collision occurred. His watch was from 11 to 12 on the starboard side of the forecastle. He did not notice the Empress coming up from behind. The bowsprit of the Kwang-tai was not damaged. Neither was the jib-boom.

Cheng Chuan: He was a signalman on board the Kwang-tai; his watch was from 8 to 12 on the lower bridge. He did not see the lights of an approaching steamer on the night in question; of course he remembered there was a collision. On that night, as he came up from his watch, he saw the lights of another steamer. It was nearly 12. He knew the time as then he had to call the watch. When he came from below, the collision had nearly occurred. He could not explain what he meant by "nearly collided." He wished to say the vessels were still some distance away. He shouted out, but did not shout to anyone in particular. He was nearly the gangway. As soon as the collision occurred he ran to the starboard side. He saw the ship come into contact. He could not tell which part touched the gun. Witness made a further long statement in Chinese, but no translation was forthcoming from the Translator.

His Lordship: Interpreter, what has the witness been saying all this time?

The Interpreter: He is explaining.

How were the guns damaged?—He only saw the after gun and that was thrown back. The boat and davits were also damaged. The boat which was damaged was in the stern.

Cross-examined: He never saw any of the Empress' lights until he came on deck. He did not observe in which direction the smoke of the Kwang-tai was blowing.

Kow Kah Teh, Chief Engineer of the Kwang-tai, said that on the day of the collision, he was on the morning watch. He had been asleep until just prior to the collision. He heard cries of "Save life." He had been sleeping on deck. Then he noticed lights close to the ship. One was a white light; then he saw a green light—no other. He saw the vessels collide. The Empress' stern struck the port quarter of the Kwang-tai. He rushed down below to inspect the damage. The water was coming in fast in the small arms magazine.—*Shanghai Mercury.*

(To be continued)

WHY I AM WELL.

An Intelligent Englishman tells how Dr. Williams' Pink Pills cured THE AGONY OF INDIGESTION.

Food is worse than wasted when we eat and cannot digest it. The stomach rebels against its presence. Miserable pains at the waist, a weight on the chest, severe headaches, a foul-coated tongue, Bill Liver-complaint, and eventually disease of the Kidneys or ulceration of the coats of the Stomach, result from neglect of what seems a trivial ailment—a sense of fulness after eating, with wind and indigestion.

One of the most intelligent people ever interviewed in connection with a cure by Dr. Williams' Pink Pills for Pale People (which have proved a blessing to thousands of sufferers from Indigestion) is Mr. John Rush, an agricultural labourer who lives at South Lopham, England. His cure excited something like a sensation locally, for he had long been a martyr, and his intelligence made him highly respected. He was actually interviewed on the subject by the



Mr. John Rush.

Norwich Mercury, and said:—"Although I have as a rule enjoyed fairly good health, yet in the hot weather I have had severe indigestions. Last harvest I had terrible pains in the pit of the Stomach, which seemed to take my appetite quite away, and left me in very poor health. No matter what I ate, it seemed to do me no good. The indigestion lasted for weeks, and at last I got in such a low state of health that I had to stop work."

"The pains in my stomach were so sharp that they kept me awake at night. It was not until I got a bottle of Dr. Williams' Pink Pills that I began to get any better. After the first few doses I noticed an improvement. The severe pains left me, my appetite began to return, and I enjoyed my food. After I had taken between two and three bottles the indigestion had quite left me, and I felt well again."

Lack of power to extract nourishment from food, afflicts thousands of haggard men and women embittered by perpetual gnawing pain. The stomach requires the "tonic" or strength supplied by Dr. Williams' Pink Pills for Pale People. These pills have cured all disorders arising from impoverished blood, anaemia, rickets, scrofula, "decline," consumption, indigestion, palpitations, rheumatism, sciatica, St. Vitus' dance, paralysis, incontinence, asthma, neuralgia, and all disturbances of the nervous system.

For six bottles 13s. 6d., sent direct by the manufacturers, Dr. Williams' Medicine Company, Holborn Viaduct, London, or obtainable of medicine dealers. Intending purchasers are sometimes deceived in accepting substitutes, but customers will find safety from deception by inquiring on seeing the full name, Dr. Williams' Pink Pills for Pale People, on the packet handed to them.

His Lordship: I suppose he was standing at the front all this time?—Yes.

When the big steamer came up, did he keep to the starboard side?—The starboard side.

Was it the bow or the stern?—The stern.

The bow of the Empress did not strike the Kwang-tai; the stern struck first.

By His Lordship: Now I understand the Empress was still on the portside of the Kwang-tai, and was swinging around to port.

Mr. White Cooper: I should like to ask a question as to the damage. Did you see any damage done to the Kwang-tai?—He saw the boats carried away and the gun damaged. (Position of the gun is here pointed out.) He could not tell how the damage to the guns was occasioned as he paid no attention to the matter.

By Mr. Sharp: He saw the masthead white lights as soon as he came up on duty; about a quarter of an hour afterwards. Then he saw a second white light and afterwards the Empress' green light. He did not remember seeing the Empress' red light.

By His Lordship: What kind of light did he see?—Oil. The only electric light apparatus on board the ship was that of the search light.

His Lordship: He could not tell in what direction the smoke of the vessel astern was blowing.

Kwong Kah Chen was next called. He said he was an A.B. on the Kwang-tai. His watch was from 11 to 12. He was standing on the port side of the forecastle. He did not see any damage done to the bowsprit of the Kwang-tai. He thought no damage had been done to the jib-boom.

Yang Tsey Joo said that he was a sailor on the Kwang-tai. He remembered when the collision occurred. His watch was from 11 to 12 on the starboard side of the forecastle. He did not notice the Empress coming up from behind. He did not see any damage done to the guns.

Cheng Chuan: He was a signalman on board the Kwang-tai; his watch was from 8 to 12 on the lower bridge. He did not see the lights of an approaching steamer on the night in question; of course he remembered there was a collision. On that night, as he came up from his watch, he saw the lights of another steamer. It was nearly 12. He knew the time as then he had to call the watch. When he came from below, the collision had nearly occurred. He could not explain what he meant by "nearly collided." He wished to say the vessels were still some distance away. He shouted out, but did not shout to anyone in particular. He was nearly the gangway. As soon as the collision occurred he ran to the starboard side. He saw the ship come into contact. He could not tell which part touched the gun. Witness made a further long statement in Chinese, but no translation was forthcoming from the Translator.

His Lordship: Interpreter, what has the witness been saying all this time?

The Interpreter: He is explaining.

How were the guns damaged?—He only saw the after gun and that was thrown back.

The boat and davits were also damaged.

The boat which was damaged was in the stern.

Cross-examined: He never saw any of the Empress' lights until he came on deck. He did not observe in which direction the smoke of the Kwang-tai was blowing.

Kow Kah Teh, Chief Engineer of the Kwang-tai, said that on the day of the collision, he was on the morning watch. He had been asleep until just prior to the collision. He heard cries of "Save life." He had been sleeping on deck. Then he noticed lights close to the ship. One was a white light; then he saw a green light—no other. He saw the vessels collide. The Empress' stern struck the port quarter of the Kwang-tai. He rushed down below to inspect the damage. The water was coming in fast in the small arms magazine.—*Shanghai Mercury.*

THE BEST OF ALL.

THREE STYLES:

PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adelina Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble, and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 24th October, 1903. [415]

Intimations.

WHOSE FAULT IS IT?

The world is full of disease and pain. Whose fault is it? Everybody's; therefore often the fault of the sufferers themselves. But the pressing question is—what to do, how to relieve; how to cure. What would become of us if means were not found to destroy disease? Why, of course, disease would destroy us and the world would be depopulated. Until we learn how to prevent disease, we must be thankful for the means of abating and curing it after it has seized upon us, and stands like a savage with uplifted axe, ready to take our lives. Especially do we need some sure and speedy from of treatment for those complaints which are universal—which arise in every country and climate, and ravage poor humanity at all seasons of the year. We allude to such ailments as Nervous and General Debility, Hysteria, Scrofula, Chronic Diarrhoea, Asthma, Throat and Lung Complaints, Blood Impurities, and the ills of women and children. For these

WAMPOLE'S PREPARATION comes as near to being an actual specific as any medicine yet discovered. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypnotophosphite and the Extracts of Malt and Wild Cherry. You may almost say that it is *itself* embodied in a single article made by human hands. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition. It stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food. I consider marvellous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists here and throughout the world and A. S. Watson & Co., Limited.

5

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. SCHWER UFFEL AND COMPANY have on the FIFTH DAY OF SEPTEMBER, 1903, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following TRADE MARK.

"A HAND HOLDING A DART" in the Name of SCHWER UFFEL AND COMPANY who claim to be the Proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith, in respect of the following Goods:—

India Rubber and Leather Boots and Shoes, Stockings and Socks in Class 38. Biscuits, Condensed Milk, Confectionery Sugar in Class 42.

Candles, Matches, Lampwicks, Soap and Starch in Class 47. Lamp Chimneys, Tumblers in Class 15. Worsted Cord, Lambrisks in Class 33. Needles in Class 13.

Sewing Cotton on Spools or Reels in Class 33.

Perfumery, Perfumed Soap, Toilet Articles in Class 48.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 8th day of October, 1903.

Solicitors for the Proprietors.

5

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

NORDDEUTSCHE LLOYD, LIMITED.

Hongkong, 9th November, 1903.

5

NOTICE.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHE LLOYD, HAMBURG-AMERIQUE LINE.

NOTICE TO CONSIGNEES.

THE Steamship.

"PRINZ HEINRICH,"

of the NORDDEUTSCHE LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

Intimations.

S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF

ERATED - -
WATERS.The Hongkong Telegraph
HONGKONG, TUESDAY, NOVEMBER 17, 1903.

LOCAL AND GENERAL.

THE French cruiser *Amiral Gueydan* left Port Said on 15th inst. for the Far East.

If you want first class developing and printing go to LeMunyon. Also strictly fresh film.—Advt.

THE cruiser *Aurora* left Kronstadt on 8th inst. for the Far East, after having been inspected officially by the representative of the Ministry of Marine.

OWING to the recent heavy rains and consequent floods on the Menam a considerable number of crocodiles are to be seen in the river near Bangkok.

At the instance of Tsen Chun Hsuen, posthumous honours due to his rank are conferred on the Feng Chih Tsai, the deceased Provincial Commander in Chief of Kwangsi.

THE *Siam Free Press* says that leprosy is spreading rapidly among the poorer classes in Bangkok. The paper calls on the Government to establish a public hospital for treating the disease.

THE French Government has rejected the Bagdad Railway agreement between the French and German promoters. The latter will consequently construct the line alone.—N.C. Daily News.

The *Western Transvaal Times* reports that Christian de Wet has settled down comfortably on his farm, rebuilt his house, and stocked his place fairly heavily. As far as is known, since the Chamberlain's deposition he has taken no active part in politics.ON the 26th ultimo a godown at Yenbay on the *Yen* was destroyed by fire. The contents, including 2,500 bales of cotton yarn, were totally consumed and the loss is estimated at about \$50,000.

We are still doing business at 31, Des Voeux Road, LeMunyon.—Advt.

RETURN of visitors to the City Hall Library and Museum for the week ending 15th November, 1903:—

Library Museum

Non-Chinese	137	57
Chinese.....	56	1,070
Total	193	2,027

ON the 28th ultimo the contract engaging a Belgian subject to be Adviser to the Korean Foreign Office was signed in Seoul according to the *Jiji's* correspondence. The term of service is 3 years; the salary is 600 yen monthly together with house allowance, and the Adviser is to receive the treatment of a high-class official.

ON the 12th ult. at Kennington Oval, A. Shrub, South London Harriers, made a world's amateur record for two miles. He covered the first mile in 44 minutes, and the two in 9 mins. 17 secs. This beats the previous best of cinder (9 min. 17 2/5 s.) made by W. G. George at Stamford Bridge in 1894 and the same runner's grass record (9 min. 30 3/5 s.) at Caxford in the same year.

MANY here will be interested to learn (on the strength of a San Francisco despatch of Oct. 24 to the *Manila Cubaneus*) that Captain Rinder, of the O. & O. S. S. *Coptic*, has been appointed to the command of the *Mongolia*. Captain Rinder is very well known to travellers on the Pacific and is a favourite with those who know him. The *Mongolia* is one of the giant passenger and freight steamships built for the Pacific Mail Steamship Company. She is one of the biggest ships in the world and will take the place of one of the smaller vessels now on the run between San Francisco and Hongkong.

THE Arthur Hill Company of Vaudeville Stars now touring the Orient arrived in Hongkong on Saturday, their way to Shanghai where they are booked to open a season on Saturday, the 31st inst. This Company is without question one of the best selection of talented artists that have yet visited our country. Mr. Hill, the proprietor of this aggregation, promises to return to Hongkong for the holidays. We hope the public will give him their hearty support. Reports of their clever work has been heralded through the country and we feel satisfied that we shall finally be given a performance such as we have never seen before in the Orient. Each member of the Company is a finished artist.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

CARMICHAEL AND CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.—
A. 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 26th March, 1903.

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NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES, (IN ADVANCE).

DAILY—\$50 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per annum proportional.

The daily issue is delivered free when the address is accessible to messenger. On consignment by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

If you want fresh film and good film, you can get them at LeMunyon's; they are guaranteed.—Advt.

THE Russian battleship *Tsar Suvorov* and the cruiser *Bayan I*, arrived at Port Said on 19th ult., bound for China. The former vessel sailed again the same day, and the *Bayan* on the 13th.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the same:—

A. H. MacKenzie \$10

Thomas White, who desired a publican's license for the Praya East Hotel, at 10 and 41, Wan Chai Road, Ng Kwock, who also applied for a publican's license for 2, Buckley Street, Hung Hom. Louis Comar made a similar application in respect of the Main Hotel. The Magistrates present were:—

Messrs. T. Sercombe Smith (presiding), J. H. Kemp, E. R. Halifax, E. D. C. Wolfe, C. McI. Messer, P. W. Sergeant, R. C. Wilcox, A. G. Morris, F. Browne, R. H. Craig, G. T. Veitch, W. H. Davis, A. Rumjahn, C. D. Melbourne, A. S. Hooper and Lau Chu Pak.

THE INTERNATIONAL HOTEL.

Mr. Moritz Stenberg applied for a publican's license in respect of this hotel.

Mr. Sercombe Smith said that he noticed in the application the name of Mr. Lorenzen, of Carlowitz & Co., was put down as a householder, and he inquired whether that firm supplied applicant with liquor.

Mr. Stenberg replied in the affirmative, and Mr. Sercombe Smith pointed out that the application was not in order and could not be entertained. Applicant was told he would have to make a fresh application.

THE COLONIAL HOTEL.

Mrs. Annetta Papier applied for a publican's license in respect of this hotel.

Mr. Smith: I see that one of the householders signing is in Carlowitz & Co. Does he supply you with any liquors or spirits?

Applicant:—No, sir, only beer (laughter).

Fresh application ordered.

THE PRAYA EAST HOTEL.

Regarding an application of Mr. Thomas White for a publican's license for this hotel, Mr. Halifax, in the absence of applicant, informed the Justices that the police had an objection and the application had been withdrawn.

THE DAY VIEW.

Mr. J. Christie applied for a publican's license in respect of this hotel.

Mr. Smith: I think the applicant might be informed that in all probability the Government will resume this property at the Bay View Hotel after April 1st.

Mr. Smith (to applicant):—Have you had any notification to that effect?

Applicant:—No, Sir.

Mr. Smith:—I take it that if the Government are going to determine the lease they will inform you of it; but, of course, applicant takes the license at his own risk.

Granted.

THE HONGKONG HOTEL.

Mr. Harry Haynes attended in support of an adjoining hotel.

Mr. Smith:—In this case I want to call your attention to this. The law says that every person who desires a publican's or adjunct license shall give ten days' notice to the Magistrate in the form of schedule B. or C. according to the nature of such application. This has not been done, because it is signed by two persons instead of three. Yours is signed by Mr. R. C. Wilcox and Mr. C. Mooney. When the application was first put in the Chief Clerk intimated to the applicant that it was not in order, but no attempt has been made to remedy it. The application is not before us in proper form and we cannot entertain it.

Mr. Hooper:—We might adjourn it the same as the others.

Mr. Smith:—I don't think I can adjourn an improper application. A fresh application should be sent in immediately.

Mr. Wilcox:—Might I be allowed to suggest that Mr. Grist sign the application as a third party.

Mr. Smith:—A proper application has to be sent in ten days' beforehand. The only thing to do is to make a fresh application to-morrow.

A fresh meeting must be called before it can be granted. It is now out of order.

Mr. C. D. Melbourne:—It was pointed out at the time that it was not in order.

Mr. Smith:—I think I must give it as a ruling that this is an improper application, which we cannot entertain. You cannot adjourn an improper application. He must make a fresh application at once. I will make the following note:—The application has to be renewed.

Mr. Kumjahn:—I think he ought to be made to pay the expenses for advertising, etc.

Mr. Veitch:—I think when their attention has been called to it they might have seen it was in order.

Applicant:—In this case Mr. Melbourne looked up the old license.

Mr. Smith:—You may have done the same thing before; but two blocks do not make a white.

APPLICATION REFUSED.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, applied on behalf of Mr. Louis Comar, for a publican's license in respect of the Main Hotel, 59, Des Voeux Road, Central. He believed that the house had been conducted in every way as it should be conducted, and with regard to the premises he submitted they were most suitable for a publican's license. If the application was granted it would be an advantage to the Colony, inasmuch as a great deal of the traffic in Queen's Road would be taken away.

Mr. Halifax said the police strongly objected to the granting of the application, firstly, because the premises were not suitable, secondly, because there had already been one conviction of the licensee during last year for a breach of his adjunct license, and thirdly, because of the way the house had been managed as a adjunct house.

Asked what the conviction was, Mr. Halifax said that applicant had used his adjunct license

to supply any quantity at short notice and at a moderate price. It is to be hoped that housewives will give their support to the idea and thus secure for themselves clean and uncontaminated food and at the same time bring to an end much unmerciful cruelty to the birds destined eventually to find their way to the cooking pot.—Contributed.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

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TELEGRAMS.

(Reuters.)

The King of Italy's Visit to England.

LONDON, 14th November.
In connection with the journey of the King and Queen of Italy to London commencing to-morrow, the police have arrested a dangerous anarchist at Cherbourg, who arrived on Thursday and who has already been imprisoned for anarchist offences.

The Somaliland Expedition.

Four thousand Abyssinians will co-operate with General Egerton, the force comprising some of the Emperor Menelik's own regiments.

LATER.

Colombia and the New Republic.

Columbia threatens to attack Panama and General Reyes, who is nominally the Peace Commissioner, is reported to be marching in the Isthmus with a large Colombian force.

The American authorities are determined not to allow an encounter between the hostile forces anywhere near the railroad and will, if necessary, extend the neutral zone as far as the Northern and Southern boundaries of the new Republic of Panama.

The Cape Elections.

The Cape elections for the Legislative Council at present indicate that the Bond will have a majority.

(Shanghai Times.)

Wu Ting Fang.

Peking, 12th November.

Wu Ting-fang is known as an accomplished law scholar. He was at one time reported to have been ordered to compile a legal code along with Vice-President Shen of the Board of Punishments. It is now reported that Wu will be transferred to the Board of Punishments, so as to allow him to attend solely to the compilation of the new legal codes for China.

When Wu Ting-fang went to the Board of Commerce he did not say much beyond urging the importance of having a uniform system of weights and measures for the whole empire. Now that Prince Tsai Cheng has agreed, the matter is progressing in the Board, which is preparing a single scale of weights and measures for all the provinces.

Minting Machines.

Peking, 11th November.

It has been decided by the authorities in charge to buy minting machines at 10 horse-power for the imperial coinage at Peking with the working capacity for turning out 800,000 coins a day. Natung intends to place the contract for the purchase of the machines with Carlowitz & Co., while Yuan Shih Kui is in favour of Arnold, Karberg & Co.

Foreswears Russia.

Peking, 9th November.

The Empress Dowager has finally decided to reject the Russian proposals and Prince Ching has been ordered not sign any agreement with Russia. Chang Chih-tung and Yuan Shih-kai have been made responsible for the defence of the territory of China and for drawing up and putting into operation proper schemes of defence.

(N. C. D. News.)

Japan's Patience Overtaxed.

Tokio, 1st November.

At the meeting yesterday of journalists and business men at Tokio, it was unanimously resolved that the present uncertain situation is calculated neither to safeguard the country's interests nor to maintain peace, and the nation therefore urges the Government to take resolute steps.

(Japanese Exchange.)

Vienna's Distrust of Germany's Good Faith.

Vienna, 7th November.

At the meeting of the Czar and the Kaiser at Wiesbaden on the 4th instant and at the subsequent meeting of Count von Buelow and Count Lam-dorff the friendly relations of Russia and Germany were the main topics, but besides furthering the cordial friendship of the two Powers, it seems that they have agreed to take uniform steps in the questions relating to affairs outside Europe. In diplomatic circles in Vienna it is believed that at the meeting it was decided that Germany should move a step forward from her isolated position but did not go so far as to enter into a substantial agreement with Russia with regard to the present Far Eastern problems.—*Münch.*

Anglo-Japanese Alliance and Germany.

Vienna, 7th November.

Though Germany's policy has hitherto been to endeavour to induce Japan and Russia to engage in war yet Germany has all of a sudden changed her policy and adopted a very cautious attitude. The official organs at Berlin and other German towns have likewise changed their tone. From these facts diplomatic circles in Vienna think that all these changes in Germany are the outcome of the British attitude, which has shown its clearly honest adherence to the Anglo-Japanese alliance.—*Münch.*

PACIFIC FREIGHTS.

The S. F. Chronicle reports:—After months of a rate war, during which none of the Trans-Pacific steamship companies reaped any profit on the transportation of flour or wheat from this coast to the Orient, the old rates have been restored. The new schedule of rates becomes effective on November 1st. The decision to raise the transportation charges on flour and wheat was reached yesterday at a meeting at the Asiatic Freight Association. The steamship lines affected are the Canadian Pacific, Northern Pacific, Boston Towboat Company, Nippon Yusen Kaihatsu, the China Mutual and Ocean Steamship Company in the North, the Pacific Mail, the Oriental and Occidental and the China Commercial Company in the South. The present rate on flour from San Francisco to Oriental ports will be \$3 per ton. Prior to the commencement of the war it was \$5, but it was dropped to \$1. It is expected the rate will shortly be raised to \$5. From British Columbia and Puget Sound the rate on flour, which has been \$3, is to be restored to \$5. Wheat, which has stood for years at \$4, was raised to \$5.

THE SOCIETY OF ST. VINCENT DE PAUL.**HONGKONG-WEIHAIWEI RUN.****AN "OLD TUB."**

The *afreco file*, organised by the committee of the Society of St. Vincent de Paul, which took place in the grounds of the Roman Catholic Cathedral on Sunday evening was in every way a success. tastefully decorated, refreshment-booths, flower-stalls, a shooting-gallery and lottery-counters had been erected on the terrace grounds, which were illuminated with hundreds of Chinese lanterns, hanging in long strings or distributed amongst the shrubbery. At 10 p.m. the file was so crowded that in some places it was almost impossible to move. Visitors of every nationality and religion were present, all desirous of aiding in a good cause and of enjoying the slight "flitter" offered by the hazards of charity *tombola*. Every visitor had the right to a souvenir of the file, the form of the same depending on the number exchanged for the entrance ticket. This system of exchange gave rise to some startling and original developments, much to the amusement of the on-lookers. A man-of-war's-man on putting in his number was, to the roaring delight of his comrades, presented with a complete set of baby's under-clothing. Jack, blushing the while, quickly stowed away his prize in his jumper and, like the gentleman who was purchased another ticket in the hope of obtaining a coveted photograph frame. It is to be hoped that he succeeded. It would be interesting to know what will be the ultimate destination of the diminutive *trousseau*, but one may safely surmise that it will yet give rise to some hilarity on the lower deck of one of H.M.'s ships-of-war.

A brisk trade was done at the flower-stalls, refreshment-stands and shooting-gallery, and amongst the most active and successful vendors were noticed—Mesdames Guedes, Danenberg, Noronha, Cordeiro and Roche, Misses Noronha, Carvalho, Watling, Nolasco da Silva and Soares, Messrs. S. D. Seixas and Guedes. The file lasted until past eleven and the proceedings were ended by the band of 93rd Burma Infantry, which furnished some excellent music. The weather was cool and delightful and the numerous children that were present added by their gaiety in swelling the animation of the evening.

We are requested by the Committee to tender the thanks of the Society to the public who assisted at the file, to Major Radcliff and the officers of the 93rd Burma Infantry, who kindly offered the services of the regimental band, the Star Ferry Co., who transported the men free of all charge, the ladies and gentlemen who aided in the organisation of the evening or contributed gifts to the sale and to Mr. F. Danenberg who gratuitously supplied the iced waters for the occasion. We are informed that the profits, to be devoted to the funds of the Society, amount to about \$2,000.

BREACH ON CONTRACT.

At the Supreme Court this morning the action brought by Chan Chin Hop, Tsang Hoi and Wong Kong to recover the sum of \$700 damages from Chan Fuk in respect of a breach of contract for the erection of a sea wall, was concluded before the Puisne Judge, His Honour A. G. Wise. The claim comprised six months' rent of ground at \$70 per month from Nov. 10, 1902, to May 10, 1903, \$420, and cost of pulling down and erecting defective wall built by defendants \$180.

Mr. Goldring (of Messrs. Deacon and Hastings) appeared for the plaintiffs, and Mr. Grist (of Messrs. Wilkinson and Grist) represented the defendant.

Other evidence having been heard judgment was given for defendants, with costs.

CHINESE COOLIES AS MINERS.

Referring to the proposed introduction of Chinese into the Transvaal, M. Pitaval, a French engineer, explains how the Chinese mining coolie system works in French Indo-China. The Tonquin Coal Company three years ago began the exploitation of its mines at Haiphong with the aid of Tonquinese coolies, but these were not sufficient. Agents were therefore sent into the neighbouring Chinese provinces to recruit, and they soon brought back with them a force of Chinese coolies, whose appearance was the signal for racial conflicts, which the French authorities found it difficult to control. Eventually, the services of a Chinese headman were engaged. His duty was to deal with, and govern, his countrymen according to their own laws, except for serious crimes where French justice intervened. The Chinese coolies got accustomed to working in the mines, and after a while they showed such progress and initiative that both the output and wages increased generally. About 4,000 Chinese are thus employed, and they are so intelligent that they rapidly become excellent miners. They are fairly sober, do not gamble, smoke very little opium, and their morals are neither better nor worse than those of other Asiatics. They live on rice, and as this is furnished by the company, the excuse to leave the mines is taken away. Their great fault is want of discipline, and, as a rule, the only obedience they will pay is to their headman. "The Chinese coolie," adds M. Pitaval, "does not seek to monopolise the commerce of the country in which he lives, although his commercial aptitude is most decided. Although more steady at his work than the Tonquinese, the Chinaman nevertheless knocks off work fairly often, and to employ 4,000 coolies you have to count on a population of 6,000 at least, some of them bringing their wives." The conclusion is that Chinese labour, well recruited, and commanded by a Chinese chief and a European chief at the same time, is capable of rendering important services in mining work.

THE P. AND O. "MOLDAVIA."

A Bombay paper says (Oct. 16):—

At daybreak to-day the P. & O. steamer *Moldavia*, the largest and most recent addition to the P. & O. fleet, arrived after a very comfortable voyage from Marseilles. Her most striking feature is her enormous superstructure, having no less than six decks, four of which are passenger decks—the main deck, spar deck, hurricane deck, and promenade deck. She is not, so graceful in appearance as the *Caledonia*, but her passenger accommodation and general construction are in many respects much superior. This is particularly noticeable in connection with the second-class accommodation. Another distinctive feature is the arrangement of her cabins, the ship being composed almost entirely of double and single berth cabins. She is intended primarily for the Australian run.

COMMERCIAL.**TODAY'S EXCHANGE.**

IN LONDON,	Telegraphic Transfer	... 19 7/16
"	Bank Bills, on demand	... 1/9
"	Credits, 4 months' sight	... 1/9
"	D'ments 4 months' sight	... 1/10
ON BERLIN, (demand)		M. 1.83
ON PARIS, (Bank Bills, on demand)		2.25
"	Credits, 4 months' sight	... 2.28
ON NEW YORK, (Bank Bills, on demand)		4.31
"	Credits, 30 days' sight	... 4.37
ON BOMBAY, (Telegraphic Transfer)		1.33
"	On demand	... 1.33
ON SHANGHAI, (Telegraphic Transfer)		71/4
"	Private 30 days' sight	... nom.
ON YOKOHAMA, T.T.		87/4
"	Sovereigns, Bank's Buying Rate	... \$1.30
"	Gold Leaf too touch per tael	... 58.75
"	Gold Silver	... 27/4

OPIUM QUOTATIONS.

	Per chest
MULWA NEW	@ 905/940
" LAST YEAR	@ 960/1,020
" OLDEST	@ 1,062/1,120
PATAWA NEW	@ 1,027/8
PERSIANS (PAPER)	@ 740/800

NOTICE.

IT is hereby notified that, during the raising of the roadway, on and after FRIDAY, the 20th instant, that section of Praya East between ARSENAL STREET and SHIP STREET will be CLOSED to WHEELED TRAFFIC.

W. CHATHAM,
Director of Public Works,
Hongkong, 17th November, 1903. [1378e]

VICTORIA CHAPTER.

No. 525, E.C.
A CONVOCATION OF EMERGENCY
OF the above CHAPTER will be held at the
FREEMASONS' HALL, Zetland Street, on
FRIDAY, the 19th instant, at 8.30 for 9 p.m.
precisely. Visiting Companions are cordially
invited to attend.

Hongkong, 17th November, 1903. [1379e]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.**FOR RANGOON VIA AMOY AND SWATOW.**

THE Company's Steamship,

"PURNEA,"
Captain F. W. Packham, will be despatched as above on THURSDAY, the 19th instant, at 4 P.M., instead of as previously advertised.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 17th November, 1903. [1349e]

FOR NAGASAKI, YOKOHAMA AND KOBE.

THE N.D.L. Steamship

"PURNEA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, TO-MORROW, the 18th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,
Agents.

Hongkong, 17th November, 1903. [1376e]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship'

"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 19th instant will be landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 17th November, 1903. [1377e]

To-day's Advertisements.**MADAM FLINT & CO.****BEG TO ANNOUNCE****THAT THEIR****DRESSEMAKER**

HAS ARRIVED FROM PARIS.

NEW GOODS FOR THE SEASON

will arrive by the "Himalaya," on

SATURDAY, the 21st instant.

Hongkong, 17

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.
STEAMERS DUE
GLASGOW and LIVERPOOL "PELEUS" On 26th November.
GLASGOW and LIVERPOOL "DARDANUS" On 5th December.
GLASGOW and LIVERPOOL "YANGTSE" On 12th December.
GLASGOW and LIVERPOOL "PYRRHUS" On 24th December.
GLASGOW and LIVERPOOL "TYDEUS" On 29th December.
GLASGOW and LIVERPOOL "NESTOR" On 1st January.
GLASGOW and LIVERPOOL "KEEMUN" On 8th January.

HOMEWARDS.
STEAMERS TO SAIL
GENOA, MARSEILLES & L'POOL "NINGCHOW" On 20th November.
LONDON & ANTWERP "POLYPHEMUS" On 24th November.
MARSEILLES, LDON & A'WERP "HYSON" On 8th December.
LIVERPOOL "ACHILLES" On 20th December.
MARSEILLES, LDON & A'WERP "PROMETHEUS" On 22nd December.
MARSEILLES, LDON & A'WERP "DARDANUS" On 5th January.
LIVERPOOL "YANGTSE" On 15th January.
MARSEILLES, LDON & A'WERP "DIOMED" On 19th January.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE. STEAMERS TO SAIL

VICTORIA, SEATTLE, TACOMA, and "PELEUS" On 30th November.
all PACIFIC COAST PORTS, "YVEES" On 1st January.
NAGASAKI, KOBE and YOKOHAMA. S.S. "DEUCALION" left Victoria, B.C., 28th Oct. for Yokohama, Kobe and Hongkong.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th November, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS. TO SAIL.
MANILA "TSINAN" 18th November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE "TSINAN" 18th November.
MANILA "KAIFONG" 18th November.
CEBU and ILOILO "HUPEH" 19th November.
SHANGHAI "WHAMPOA" 20th November.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—RED & GOLD SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th November, 1903.

Hongkong-Manila.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 21st Nov., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 28th Nov., at 10 A.M.
PERLA	1950	J. McGinty	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 14th November, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To Sail
"INDRASAMHA"	5,197	W. E. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899	R. P. Craven	Jan. 14, 1904.
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 13, 1904.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR APING	"MAIDZURU MARU"	T. Salto	WEDNESDAY, 18th Nov.

FOR FOOCHOW* "ANPING MARU" K. Sudzuki SUNDAY, 22nd Nov.

FOR TAMSUI* "DAIJIN MARU" T. Ogata TUESDAY, 24th Nov.

FOR TAMSUI* "DAIGI MARU" T. Kitano FRIDAY, 27th Nov.

* VIA SWATOW AND AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, a No. 8, Des Voeux Road Central.

TARIMA, Manager.

Hongkong, 17th November, 1903.

Shipping—Steamers.

TOYO KISEN KAISHA



MANILA LINE.

REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROHILLA MARU	Ernest Bent	3,869	FRIDAY, 20th November, at 11 A.M.
ROSETTA MARU	H. S. Smith	3,876	THURSDAY, 26th November, at 11 A.M.
			For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
			Hongkong, 16th November, 1903.

K. NAKASHIMA, Manager.

[171e]

THE H.A.L. Steamship

"ARAGONIA,"

Captain First, will be despatched for the above Ports, on FRIDAY, the 20th instant, at 5 P.M.

For Freight, apply to

HAMBURG-AMERIKA LINIE,
Hongkong Office, Hongkong, 12th November, 1903. [1755e]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADEN, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"NIPPON,"

Captain Klausberger, will be despatched as above on THURSDAY, the 10th instant, at Noon.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents.

Prince's Building, Hongkong, 14th November, 1903. [1234e]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HERMISTON,"

Captain W. T. Bain, will be despatched as above on WEDNESDAY, the 19th November.

For Freight, &c., apply to

SHEWAN, TOMES & Co., Agents.

General Agents, Hongkong, 13th November, 1903. [1284e]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中
FOR MOJI, KOBE, YOKOHAMA, MANZANILLO, MEXICO AND SAN FRANCISCO.

THE Steamship

"ATHOLL,"

Captain Watt, will be despatched for the above Ports, on WEDNESDAY, the 2nd December, at Noon.

For Freight, apply at the Company's Offices, No. 20, Des Voeux Road.

J. S. VAN BUREN, Superintendent.

Hongkong, 14th November, 1903. [436e]

HONGKONG-MANILA, REDUCED SALOON PAS-SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th July, 1903. [804e]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUSSAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage-Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD., No. 8, Queen's Road West, Hongkong, 30th May, 1903. [322e]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain SAMUEL BELL SMITH,

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$5; Return Ticket, \$5.

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd and 3rd Class Single Ticket, \$2; Return Ticket, \$2. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO., and Floor, No. 16, Victoria Street, Hongkong, 7th September, 1903. [1073e]

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, a No. 8, Des Voeux Road Central.

TARIMA, Manager.

Hongkong, 17th November, 1903.

[1579e]

Shipping—Steamers.

Intimations.

DEUTSCHE WEINGESELLSCHAFT DUHR & CO., COELN.

STOCK ON HAND OF

AHRBLECHART, a red Ahr Wine at \$18.50

GRAACHER, Moselle at \$16.50

Shipping.

Arrivals.

Hinsang, Br. s.s., 1,536, Sawyer, 16th Nov.—
Hongay 4th Nov., Coal.—J. M. & Co.
Michael Jebsen, Gen. s.s., 710, Ulidrup, 16th
Nov.—Pakhoi 12th Nov., and Holbow
15th, Gen.—J. & Co.
Loongmoon, Ger. s.s., 1,245, Schulte, 16th Nov.—
Shanghai 13th Nov., Gen.—S. & Co.
Armand Behic, Fr. s.s., 2,819, Flandin, 17th
Nov.—Marselle 18th Oct., and Singapore
9th Nov., Mails and Gen.—M. M.
Tsinan, Br. s.s., 1,460, Lindbergh, 17th Nov.—
Kroon, Br. s.s., 1,217, Packham, 17th Nov.—
Calcutta via Lango and Singapore 1st
Nov., Gen.—J. M. & Co.
Thales, Br. s.s., 820, Robson, 17th Nov.—
Swatow 16th Nov., Gen.—D. L. & Co.
Choy-sang, Br. s.s., 1,424, Roopé, 17th Nov.—
Shanghai 13th Nov., and Swatow 16th,
Gen.—J. M. & Co.
Ulabrand, Nor. s.s., 1,269, Andersen, 17th Nov.—
Moji 11th Nov., Coal.—C. & Co.
Arratoon Apac, Br. s.s., 2,931, Fey, 17th Nov.—
Calcutta via Penang and Singapore 11th
Nov., Gen.—D. S. & Co., Ltd.
Mongkut, Ger. s.s., 859, Götsche, 17th Nov.—
Bangkok 11th Nov., Rice.—B. & S.
Laertes, Br. s.s., 1,340, Jackon, 17th Nov.—
Hoilo 9th Nov., Ballast.—B. & S.
Koun Maru, Jap. s.s., 1,787, Minamikawa, 8th
Nov.—Kobe 4th Nov., Coal and Gen.—
Tong Yok Chan.
Kowloon, Ger. s.s., 1,487, Stehr, 16th Nov.—
Canton 15th Nov., Gen.—S. & Co.
Kwangping, Ikr. s.s., 1,243, Blaek, 15th Nov.—
Canton 14th Nov., Gen.—C. E. & M. Co.
Loosan, Ger. s.s., 1,021, Schnur, 26th Oct.—
Bangkok and Koh-siechang 16th Oct., Rice
and Wood.—B. & S.
Madeleine Rickmers, Ger. s.s., 1,020, Sander, 11th Nov.—
Minna 11th Nov., Hemp.—B. & S.
Rajaburi, for Swatow.
Yikang, for Canton.
Choyang, for Canton.
Chiyan, for Shanghai.
Wingchau, for Macao.
Aki Maru, for Shanghai.
Kwongchow, for Canton.

Departures

Nov. 17.

Australien, for Europe
Mant'u, for Shanghai, &c.
Glenfullach, for Amoy.
Kweilin, for Shanghai.
Hongkong, for Haiphong.
Haitoong, for Swatow.
Progress, for Hoilow.
Achilles, for Shanghai.
M. Struve, for Haiphong.
Prometheus, for Shanghai.
Sullberg, for Canton.
Mefoo, for Canton.
Chiyuen, for Shanghai.
Tijitaijou, for Shanghai.
Aki Maru, for Seattle.
Wuchang, for Manila.
Armand Behic, for Shanghai, &c.
Ayr, for Moji.
Ichang, for Canton.
Loongmoon, for Canton.
Waterwitch, H.M.S. surveying-ship, for Wei-hai-wei.

Passengers arrived.

Per Choy-sang, from Shanghai, &c.—Mrs. Marshall and child, and 55 Chinese.
Per Parneos, from Calcutta, &c.—Messrs. Gillis, Mortenson, Dr. Jacob, Mrs. Peterson and infant; 1,166 Chinese and 1 Japanese; Per Thales, from Swatow—Messrs. Bruce Shepherd, Weatherpoon, Neubrunn, Mrs. A. M. Dosantes and son, and 35 Chinese.

Per Australien, for Hongkong from Japan—
Messrs. Hagedorn, G. Guidote, Miss Guidote,
Messrs. Guillemin, Heon and Tairer, from
Shanghai—Mr. Figueiredo, Mr. and Mrs. Dunn, Capt. O. P. Marshall, Messrs. Davis, A. Grenstock, Drown, Winney, Richardson, D. E. Brown, Boss, Vaughan, Maythorpe, Mumford, Munchmeyer, Toist de Pransot, John Bailey, Godfrey, E. Roberts, Mad. Serpieri, Marot, Dubernier, Davetio and L. A. Joseph, for
Saigon from Shanghai—Mr. George, Mnd. Louise Lay, Lieut.-Col. and Mad. Lotus Thackwell, Messrs. Habich and Obidovsky, for Marseilles from Japan—Messrs. Tortoul, Brohan, Engel and Machard, from Shanghai—Col. de Grandpry, Mr. Pila, Mad. comtesse de Leclaire, Messrs. Potel, Mirzah, and 14 French marine sailors in steerage.

Per Laertes, from Saigon—470 Chinese.

Shipping Reports.

Str. Tsinan from Kobe.—Light winds smooth sea throughout.

Str. Prometheus from Liverpool.—Strong monsoon, and rough sea.

Str. Thales from Swatow.—Light Westerly breeze, fine clear weather.

Str. Parneos from Calcutta.—Heavy squalls and rough sea throughout voyage, dull and foggy.

Str. Renvorlich from Moji.—Moderate N.W. gale, with heavy sea till Hietshan was reached, and then fresh to light N.E. monsoon to port.

Str. Choy-sang from Shanghai.—Light variable winds, smooth sea and fine clear weather to Tung Yung, thence moderate to fresh N.E. monsoon, moderate sea and clear weather to Swatow, arrived on 15th inst.; left there on 16th had light variable winds, smooth sea and hazy weather.

Str. Glenfullach from Singapore.—There to Lat. 10° N. light to moderate monsoon winds, and fine clear weather and moderate N.E. swell, thence to N. of the Parcels fresh to strong N.N.W. to N.W. gale, with tremendous sea running and violent squall, thence to port, strong N.E. monsoon and high sea, with fine clear weather.

Vessels in Port.

STRAMBERG.
An Pho, Br. s.s., 966, Kynoch, 12th Nov.—
Swatow 11th Nov., Gen.—B. & Co.
Benvorlich, Br. s.s., 2,164, Thomson, 14th Nov.—
Moji 9th Nov., Coal.—G. L. & Co.
Borneo, Ger. s.s., 2,168, Muhe, 10th Nov.—
Sandakan 4th Nov., Gen.—M. & Co.
China, Ger. s.s., 1,113, Kruebe, 13th Nov.—
Hongay 11th Nov., Coal.—E. A. T. Co.
China, Aust. s.s., 3,852, Svensich, 15th Nov.—
Singapore 7th Nov., Gen.—S. W. & Co.
Ellen Apac, Ger. s.s., 995, Heinrichsen, 7th Nov.—
Moji 1st Nov., Coal.—A. K. & Co.
Empress of India, Br. s.s., 3,003, Marshall, 27th Oct.—
Vancouver 5th Oct., and Shanghai 24th, Mails and Gen.—C. P. R. Co.
Glenfarg, Br. s.s., 2,360, Holman, 14th Nov.—
Singapore 7th Nov., Gen.—McG. B. & G.
Gregory Apac, Br. s.s., 2,940, Olifent, 9th Nov.—
Calcutta 24th Oct., and Singapore 3rd Nov., Gen.—D. S. & Co., Ltd.
Hailan, Fr. s.s., 377, Andersen, 15th Nov.—
Pakhoi and Holbow 14th Nov., Gen.—A. R. M.
Hailan, Fr. s.s., 1,460, Lindbergh, 17th Nov.—
Canton 16th Nov., Gen.—C. M. S. N. Co.
Purnam, Br. s.s., 2,127, Packham, 17th Nov.—
Calcutta via Lango and Singapore 1st Nov., Gen.—J. M. & Co.
Thales, Br. s.s., 820, Robson, 17th Nov.—
Swatow 16th Nov., Gen.—D. L. & Co.
Choy-sang, Br. s.s., 1,424, Roopé, 17th Nov.—
Shanghai 13th Nov., and Singapore 16th, Gen.—
Pakhoi and Holbow 14th Nov., Gen.—A. R. M.
Ulbrand, Nor. s.s., 1,269, Andersen, 17th Nov.—
Moji 11th Nov., Coal.—C. & Co.
Arratoon Apac, Br. s.s., 2,931, Fey, 17th Nov.—
Calcutta via Penang and Singapore 11th Nov., Gen.—D. S. & Co., Ltd.
Mongkut, Ger. s.s., 859, Götsche, 17th Nov.—
Bangkok 11th Nov., Rice.—B. & S.
Laertes, Br. s.s., 1,340, Jackon, 17th Nov.—
Hoilo 9th Nov., Ballast.—B. & S.
Koun Maru, Jap. s.s., 1,787, Minamikawa, 8th Nov.—
Kobe 4th Nov., Coal and Gen.—
Tong Yok Chan.

Post Office.

A Mail will close for—
Canton—Per Kinshen, 18th Nov., 7.30 A.M.
Pakhoi—Per Hallan, 18th Nov., 8 A.M.
Swatow, Singapore and Bangkok—Per Tsing-tau, 18th Nov., 9 A.M.
Swatow and Bangkok—Per Rajaburi, 18th Nov., 9 A.M.
Haiphong—Per Hoilao, 18th Nov., 9 A.M.
Shanghai—Per China 18th Nov., 10 A.M.
Maria Rickmers, Ger. s.s., 1,017, Bandelin, 2nd Nov.—Bangkok via Hoilao 25th Oct., Gen.—A. K. & Co.
Marie Jebsen, Ger. s.s., 1,771, Meyer, 10th Nov.—Samarang 30th Oct., Sugar.—J. & Co.
Mausang, Br. s.s., 1,644, Welsh, 14th Nov.—Sandakan 8th Nov., Timber.—J. M. & Co.
Ningchow, Br. s.s., 4,896, Riley, 13th Nov.—Tacoma 10th Oct., and Moji 9th Nov., Gen.—B. & S.
Nippon Maru, Jap. s.s., 3,437, Greene, 13th Nov.—San Francisco 15th Oct., Honolulu 22nd, Yokohama 5th Nov., Kobe 6th, Nagasaki 8th, and Shanghai 11th, Mails and Gen.—P. M. S. S. Co.
Oceana, Ger. s.s., 700, Janke, 8th Nov.—Caroline Islands 1st Nov., Copra.—S. & Co.
Olympia, Am. s.s., 1,730, Dixon, 16th Nov.—Tacoma via Port 17th Oct., Gen.—D. & Co., Ltd.
Petivarch, Ger. s.s., 1,251, Ahrens, 11th Oct.—Sourabaya 1st Nov., Sugar.—S. W. & Co.
Pitsanulok, Ger. s.s., 1,267, Fuchs, 16th Nov.—Bangkok 6th Nov., Rice and Timber.—B. & S.
Rajaburi, Ger. s.s., 1,189, Wendig, 9th Nov.—Bangkok 1st Nov., Rice and Teakwood.—B. & S.
Salamanca, Ger. s.s., Scott, 27th Oct.—Singapore 19th Oct., Gen.—B. & Co.
Shakana Maru, Jap. s.s., 2,064, Fujita, 12th Nov.—Nagasaki 6th Nov., Coal.—E. A. T. Co.
Tai Lee, Ger. s.s., 828, Michelsen, 4th Nov.—Swatow 3rd Nov., Ballast.—Meyer & Co.
Tai Ping, Ch. s.s., 1,375, Brissenden, 12th Nov.—Wuhu and Chinkiang 5th Nov., Gen.—Order.
Triumph, Ger. s.s., 769, Hansen, 14th Nov.—Hoilao 13th Nov., Gen.—J. & Co.
Trocas, Br. s.s., 2,657, Phillip, 8th Nov.—Hawkin 1st Nov., Ballast.—A. K. & Co.
Tsintau, Ger. s.s., 1,002, Koch, 11th Nov.—Bangkok via Swatow 2nd Nov., Rice and Teakwood.—B. & S.
Tungshing, Br. s.s., 1,185, Selby, 15th Nov.—Canton 14th Nov., Gen.—J. M. & Co.
Victoria, Sved. s.s., 988, Hermansen, 27th Oct.—Sourabaya 20th Oct., Sugar.—S. W. & Co.
Wakamatsu Maru, Jap. s.s., 1,720, Sakamoto, 14th Nov.—Moji 9th Nov., Coal.—Mr. H. U. Jeffries.
Wakamatsu Maru, Jap. s.s., 1,720, Sakamoto, 14th Nov.—Moji 9th Nov., Coal.—Mr. H. U. Jeffries.
Wongkoi, Ger. s.s., 1,115, Reher, 12th Nov.—Hoilao 10th Nov., Gen.—B. & S.

SAILING VESSELS.

Brilliant, Br. brq., 3,600, Cowlishaw, 23rd Oct.—Shanghai 16th Oct., Gen.—S. O. Co.
Glendorn, Br. ship, 1,823, Morrison, 8th Nov.—New York 26th June, Gen.—S. O. Co.
Helena Wyman, Am. brq., 1,521, Vanhorn, 10th Aug.—Singapore 1st Aug., Ballast.—Master.
Lillebonne, Am. sch., 708, Finmen, 6th Oct.—Manila 18th Sept., Ballast.—D. & Co., Ltd.

THE WEATHER.

The following report is from Mr. F. G. Figge, acting Director of the Hongkong Observatory:—

On the 17th at 11.50 a.m. the barometer has fallen over N. China and Japan.

Pressure is highest over S. Japan, and an area of low pressure is still lying over N. China.

Gradientes are gentle, and the monsoon is completely interrupted on the China coast.

Moderate monsoon over the N. part of the China Sea.

Forecast:—Light E. winds; fine.

CHINA COAST METEOROLOGICAL REGISTER.

November 17th, 1903, a.m.
Bar. Th. Hu. Wind Wr.

Vladivostock, 7 a.m.	—	—	NW	8	—
“emuro	6 a.m.	29.92	—	—	—
Hakodate	”	30.05	—	W	6
Tokio	”	30.14	—	NW	6
Kori	”	30.15	—	NE	6
Nagasaki	”	30.07	—	SE	6
Oshima	”	30.11	—	E	4
Bairret, E.G.	”	30.04	—	S	4
Baum, A.	”	30.01	—	SE	6
Taichu	5 a.m.	30.00	—	SW	2
Taiwan	”	29.99	—	O	—
Taihoku	”	29.98	—	SE	2
Pescadores	”	29.98	—	O	—
Wellauwei	9 a.m.	30.03	54	NE	6
Gu Jaff	”	30.04	64	I	cd
Singap.	”	30.04	68	S	1
Anoy	6.30 a.m.	30.04	65	I	cd
Swatow	”	30.09	70	S	1
Carlton	”	30.07	75	E	2
Hongkong	10 a.m.	30.05	73	SE	2
Victoria Peak	”	30.05	73	E	2
Gull Rock	”	30.03	75	ESE	1
Matuo	”	30.02	75	I	c
Haiphong	”	—	—	W	—
Manila	”	29.92	82	N	1
Bacolod	9 a.m.	29.85	82	NE	5
Hoilo	”	29.85	85	N	1
C. St. James	10 a.m.	—	—	2	—

HONGKONG.

Albert, Dr. T.	Katsch, E. A.
Allan, A. S.	Kempf, E.
Anderson, Mr.	Kingsford, Mr. & Mrs.
Ascoli, Mr. and Mrs. V.	Kirkwood, J.
Bade, C. H.	Knox, A.
Baderkop, K.	Lewis, A. R.
Bairret, E.	Macgowan, R. J.
Bairnes, Maj. J. P.	MacKie, G.
Bairns, Dr. D. O.	Marriott, Dr. O.
Bast, Sidney	Mast, Mrs. E.
Bennett, F.	McGran, T. P.
Bentley, C. H.	Meade, C. C.
Black, Mr. and Mrs. E.	Meikle, Mr. & Mrs. E.
Bonner, E. A.	Miller, P. L.

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Ball Dresses, Bridal Gowns, In and Outdoor Costumes, Riding Habits, Cycling Skirts, Tea Gowns, etc.

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Ladies' own materials made up. This Department is under the direct supervision of a Highly Qualified English Dressmaker. Customers living at Coast Ports or inland who are unable to call for fitting should send for patterns and estimates, which will be promptly forwarded free of charge. When ordering, always send a well-fitting dress as pattern, so that we may get the exact measurements and insure perfect fit without unnecessary delay. If customer is not on our books, a deposit of at least half the amount of estimate is required on placing all making up orders; balance before delivery.

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A large selection of the latest French and English creations always arriving. Also a large stock of Plain and Fancy Straw Hats, Trimmed to order under European supervision.

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Tweeds, Serges, Meltons, Freizes, Hopsacks, and full range of Fancy Dress Materials, always on hand.

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Black, Tan, White, and Beaver Kid and Suede Gloves stocked from September to end of February. Silk and Cotton in stock throughout the year.

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Ladies' and Children's Summer Cotton, Cashmere, and Lisle Thread Hose, Children's White and Colored Socks. Ladies' Openwork and Embroidered Cashmere, Spun Silk, and Cotton Hose (Tan and Black and Colors).

SILKS AND SATINS.

Undoubtedly the very best stock in the Far East, and includes English and French Silks and Satins in all makes and colors, Rich Broches, Bengalines, Peau de Soies, Glacés, Foulards, Chenes; Moirés, Satin Merveilleux, Silk Duchesse, etc., etc.

CHIFFONS AND GAUZES.

Accordion pleated Chiffons in all widths. Plain Chiffons and Gauzes, Crope de Chine, Satin Chiffon Cloth, Bridal Net, Embroidered Dress Nets, and Gauzes in great variety.

RIBBONS.

Black, White and Colored, Plain and Fancy Ribbons, in all widths and qualities.

LACES.

Guipure, Torchon, Valenciennes, Paris Laces and Insertions, including all the newest makes on the market. Splendid selection of new Lace Ties, Collars, and Robes, direct from the best French houses.

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Wool Combinations, Silk and Wool Vests, Cholera Belts, White Cotton Vests, Nainsook Chemises, Knickers, Night Dresses, Cameosoles, Combinations, Bath and Dressing Gowns, etc.

BOOTS AND SHOES.

Stocked in English and American shapes. An entirely new stock will shortly arrive. It includes all kinds of the best makes in ladies' and children's smart Footwear.

CORSETS.

In the following makes:—Madam Leider, Prima Donna, The Model straight-fronted, Y. and N. Cycling.

THE SANAKOB.

A new and thoroughly up-to-date high class corset in rich brocade.

THE RIBBON CORSET.

Ideally Cool for the East; this corset is made up of bands of thick ribbon or petersham, fitting below the bust yet affording perfect support.

November 14th.

WILLIAM POWELL, LTD.,



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UMBRELLAS AND SUNSHADES

With natural or fancy handles, silk lace and chiffon covers in the latest fashions.

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All kinds of Bed and Table Linen stocked, Calicoes, Long Cloth Shirtings, Prints, Oxford Shirtings, Flannels and Flannellettes in large variety.

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We hold a full Range of Dressmakers' Linings and Sundries Sateens, Linenets, Scilecias, Black, Backs, &c.

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GENTLEMEN'S
OUTFITTERS.

FAMED FOR
SHIRTS.
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BED AND BEDDINGS

Single and Double beds, Camp, Air, and Chair beds. Infants' Cots. Hair, Flock, Feather, Rattan, and Spring Mattresses. Bolsters, Pillows, Cushions, etc., in stock or made to order.

CURTAINS.

Cream or White Lace in all lengths; also in Tapestry, Rep, Cretonne, and Chinelle.

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In all the newest designs and makes.

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Axminster, Brussels Tapestry and Kidderminster Carpet Squares in various qualities. Prices up to \$300.

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Silk-covered Eider Down and White and Colored Quilts. White, Scarlet, and Colored Blankets and Rugs. Silk, Velvet and Tapestry Cushions.

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Standard, Table and Hanging Lamps, Coal Scuttles and Boxes, Fenders, Fire Irons, Cooking and Heating Stoves, Ranges, Fire Guards, China and Glass, Glazed Tiles, etc., etc.

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Brooms and Brushes, Domestic Soaps, Black Lead, Knife Powder and Boards, Butter Pats, Rolling Pins, Mouse and Rat Traps, Washing Boards, Mops, etc., etc., etc.

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Zinc Scullery Baths, Bedroom, Hip and Sponge Baths, Enamelled Kitchen Ware, Electro Plate, including a large Stock of Crucks.

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A large selection of Indoor Games, Hoop La! Dominos, Chess, Draughts, Children's and Adults' Table Games stocked.

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Stone, Rag, Kid, Celluloid, etc. Dressed and Undressed.

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For Presents, Silver, Ebony and Ivory Manicure Sets.

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Handsome Gilt, White and Gold, or Walnut Frames, etc., etc., with bevelled glass, English-make.

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Iron, Wire and Rubber Door Mats.

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In various makes. Hand Bags, Portmanteaux, Suit Cases, Gladstone Bags, Rug Straps, Cash and Deed Boxes.

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Heavy winter Jackets, Stylish Golf Capes, Handsome Fur Coats, Capes and Jackets for travellers, Opera Cloaks and Wraps, Light Summer Rain and Dust Cloaks.

VELVETS, VELVETEENS,

Feather and Fur Boas, and Light Silk Chiffon, Lace and Net Ruffles and Facinators.